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## DEPARTMENT OF HIGHWAYS' EMPLOYEES' NEWSLETTER

SEPTEMBER, 1984

*Because of the length of other articles there is no guest column this issue.*

### HUNGRY HORSE- WEST GLACIER: A BRIEF HISTORY

Recently the Department reached an out-of-court agreement with the Coalition for Canyon Preservation over the controversial reconstruction of Highway US-2 between Hungry Horse and West Glacier. The agreement calls for a narrow, 64-foot wide four-lane to a point east of Coram and a 44-foot wide two-lane to the project's end at West Glacier.

The width of the two-lane portion will be designed as narrow as possible to minimize impact on the physical environment. Left-turn lanes and truck-climbing lanes will be included in the specially designed two-lane section.

The subgrade and foundation for the two-lane portion will be constructed on a 64-foot width. The agreement does not preclude future upgrading of any part of the project.

Historically, the 10.9 mile Hungry Horse-West Glacier project was initially programmed in September, 1962. The survey was started soon thereafter and completed in February, 1967. The first location reviews were held in late 1968, with decisions made to generally follow the existing alignment and to provide 4-lanes (20' median, four 12' lanes, 10' shoulders or parking lanes) through Hungry Horse and possibly through Martin City and Coram. The remainder of the project would be 2-lane but consideration would be given to purchasing 4-lane right-of-way the full length of the project.

The first public hearing on the project was held on January 8, 1969. Four lanes from the begin-

ning of the project to just east of Martin City were proposed, with 2-lane the rest of the way except for some improvements at the West Glacier intersection. Four-lane right-of-way was to be purchased for the full length of the project. In November, 1969, the Federal Highway Administration (FHWA) granted location approval for the project.

Based on FHWA location approval, project design proceeded until March, 1970, at which time a preliminary plan-in-hand was held. It was decided to study one major change in alignment in the vicinity of Martin City and another one east of Coram. The alternate alignment near Martin City was called the River Route and east of Coram the alternates were called the East, West, and Staked Routes. The alignment through Hungry Horse was also considered in detail because of the involvement with the Hungry Horse Park.

In late 1970, because of financial limitations, the project was split into two sections with the split located east of Coram.

In January, 1971, following further study of the alternate alignments, another preliminary plan-in-hand was held. At this time it was decided to make the 4-lane section 88' wide and extend it to a point east of Coram, mainly based on the need for an adequate left-turn lane in Hungry Horse and Coram.

The second public hearing, a combined location and design hearing, was held on September 1, 1971, in Hungry Horse. In general, people favored the Staked Route over the River Route near Martin City and the West Route east of Coram.

The National Environmental Policy Act was enacted in January, 1970, and in late 1971, because of the problems and controversy surrounding the project, the decision was made to prepare

an Environmental Impact Statement (EIS) for the project. The Draft EIS was distributed in April, 1972. In August, 1972, the first Final EIS was prepared and submitted to the FHWA. In October, 1972, this FEIS was returned with a request for additional information. The second issue of the FEIS was then prepared and submitted to FHWA. It was returned for additional information on August 2, 1973. About this time requests started coming in to include a bike path.

In November, 1973, another plan-in-hand was held and at this time those agencies in attendance, Forest Service, Fish and Game, FHWA and Department of Highways, all agreed that the project should be designed for 4-lanes full length, mainly because of increased traffic volumes.

The revised FEIS, which now contained additional information regarding the Hungry Horse Park and the full length 4-lane design, was released in March, 1974. It was finally approved by the FHWA in December, 1974.

With the EIS finally approved, design proceeded with additional plan-in-hands held June, 1974, November, 1974, and November, 1976. A public informational meeting was also held in February, 1975 to discuss the final design.

Design approval for Coram-West Glacier was received on February 18, 1975, and for Hungry Horse-Coram on April 8, 1975.

Right-of-way authorization for the Coram-West Glacier section was received on January 16, 1976, and for the Hungry Horse-Coram section on May 15, 1978.

Beginning in 1976, some local residents began advocating an improved and widened 2-lane roadway in lieu of the 4-lane proposal. They started a campaign of letter writing and petition circulation.

**(Continued on back page)**

### JOB ACCOMMODATION NETWORK

The President's Committee on Employment of the Handicapped has implemented a data base containing specific information on how individual tasks can be done by persons with limitations. Job Accommodation Network (JAN) enables employers to share information on accommoda-

tions which have proved successful with other employers.

JAN's toll free number is 1-800-JAN-PCEH. A Human Factors Engineer will be on the line to clarify concerns. The computer will then be asked to give information on these facts; the functional requirements of the specific jobs; the functional limitations of the worker; environmental factors and other pertinent business operations information.

The computer will print out a brief abstract for

each accommodation it finds in the databank along with the name, address, and telephone number of the company representative who can answer further questions. These abstracts can be mailed or transmitted electronically. There is no cost for this service. The only requirement is a commitment that the provider will provide information regarding accommodation to the database and other employers.

For more information, contact Bob Liston at 444-3886.



**PERFORMANCE APPRAISAL AWARD WINNERS—(L to R) Don Anderson, Tom Barnard, Jack Walsh, Frank Murphy, Mark Baum, Frank Kluesner, Governor Schwinden, Dunc Stevenson, Jim Dudley, Bob Rask, and Director Wicks.**

## PERFORMANCE APPRAISAL AWARDS

Governor Ted Schwinden presented awards in July to nine Montana Department of Highways' employees for outstanding performance appraisals.

"These nine award recipients exemplify the standards of performance that characterize our hard working state employees. As State Highway Department employees, they are well aware the road to success means going that extra mile to do the job right," Schwinden said at a ceremony held in the Highway Department Auditorium.

The nine Highway employees chosen from more than 1700 Department workers statewide were: Jack Walsh—Chief, Bridge Evaluation Bureau; Mark Baum—Administrative Officer I, Construction Bureau; Bob Rask—Supervisor of the Physical Testing Section, Materials Bureau; and Don Anderson—Civil Engineer V, Location and Road Design, all of Helena; Frank Murphy—Gross Vehicle Weight Officer II; and

Jim Dudley—Stocker, Maintenance, both of Butte; Frank Kluesner—Gross Vehicle Weight Officer I, Lima; Dunc Stephenson—Maintenance Superintendent, Miles City; and Tom Barnard—District Engineer, Great Falls.

Other employees honored by letters of commendation from the Director were: Sheldon Stoner and Marty Beatty of Program Management; George Swartz and Patty Stevens of Maintenance; Bob Crants of Construction; Ken Martello of Planning and Statistics; D. Budd Williams of Contract Plans; Kerry Robertson of Consultant and Safety Design; Ronald Winterrowd of Location and Road Design; Swede Lindgren of the Aircraft Unit; and Peggy Neuberger of GVW—all of Helena; Cecil Lincoln, Ronald Myrvik, and Robert Lamb of Miles City Maintenance; Cliff Beck and Charles Zottnick of Drummond GVW; Donald Kittelson and Raymond Schaak of Billings Construction; Dick Miller of Bozeman Maintenance; David Fetters of Butte GVW; and David Robins of Shelby GVW.

## DIRECT DEPOSIT

The State of Montana welcomes its employees to Direct Bank Deposit. Direct deposit is optional and may be started or stopped at any time. It is, however, the responsibility of each employee to check with their financial institution to make sure that they are members of the "National Automated Clearing House Association". To sign up all you need to do is contact your payroll clerk for the forms and follow the instructions on the back of the form. The entire amount of your net pay must be deposited into either your checking or savings account.

The first entry for direct deposit will enter the Automated Clearing House System as a pre-noti-

fication entry with a zero money amount. This is done so that your bank or credit union can verify your account number and type of account. At this time you will still receive your payroll warrant. If everything is in order the next pay day your check will be automatically deposited. Instead of your payroll warrant and stub you will be receiving a "Payroll Advice", which will have the same information as your check stub.

The Department of Highways started submitting direct deposit forms to Central Payroll on the pay period ending August 3rd, and the response has been enthusiastic. Direct deposit should also result in a considerable savings to the State.

## CIVIL RIGHTS UNIT MOVES

The Civil Rights Unit, managed by Betty Taylor, has moved into more spacious offices in the basement of the Helena Headquarters complex next door to the Communications Unit. The Butte Construction field office which was in the basement has now moved to the Civil Rights Unit's old office space.

## RETIREMENTS

Employees who have recently retired with over 25 years of service with the Department include: Milton L. Ingersoll, 34 years, 8 months; Harold M. Learn, 30 years, 8 months; Gerald P. Roat, 29 years, 3 months; Charles E. Fisher, 28 years, 6 months; George M. Roat, 27 years, 7 months; and Howard L. Johnson, 25 years, 6 months. Other employees who have recently retired are Donald D. Damschen, 22 years, 5 months; David V. Langley, 18 years, 2 months; Sifroy J. Berthiaume, 16 years, 4 months; Norman E. Lauri, 14 years, 3 months; Bobbie V. Clark, 13 years, 1 month; Traverse S. Crider, 5 years, 11 months; and Alfred B. Halvorson, 4 years, 3 months.



## SPECIAL CAR CONTROLS

The Motor Pool has recently installed hand-controls in a 1982 Ford Fairmont to afford reasonable accommodation to handicapped employees.

The car is available to all Helena based agencies and anyone desiring to use it may request the vehicle when making travel arrangements with the Motor Pool.



## BILLINGS DISTRICT

by Kelly Nelson

For the past three years Bill McMullin, Equipment Operator, has been involved in a very worthwhile activity which uses a good portion of his free time. As part of his community service work with the local Shriners, Bill transforms into "Willie the Clown" at many different functions in the Billings area.

He, along with as many as 104 other clowns in the "clown unit" dress up, act crazy, give kids rides in the train (a riding lawn mower which is decorated like a locomotive that pulls a couple of "cars" behind it), make balloon animals to give out, and just basically entertain at special events that happen in places such as shopping centers, grocery stores, picnics and parades in and around Billings. They also entertain children that are disabled and hospitalized.

It takes "Willie" over an hour to paint his face white, lips and cheeks red, and put a bright red ball on the end of his nose. That, with his blue hair, red hat, flowered costume, and jolly chuckle, would bring a smile to any child's face.

Bill's job as "Willie" doesn't help pay his bills, but the donations the "unit" requests from the non-charitable organizations that they entertain help raise money for the eighteen orthopedic hospitals and three burn units for children run by the Shriners all over the country. They are also known for entertaining for charitable organizations, such as the March of Dimes, etc., free of charge.

Bill seems to really enjoy his time as "Willie". He explained it saying "It's hard work, but when you can help change the expression in one kid's face, it's all worth it."

## GREAT FALLS DISTRICT

by Judy Bauch

Those of you who have been to Great Falls lately have probably noticed what appears to be two U.F.O.'s that have taken up squatter's rights in the Great Falls Maintenance yard. Well, don't be alarmed, they are our new paint storage tanks. These tanks hold 10,000 gallons of paint each (one for white paint and one for yellow paint). Each tank has a pump that will circulate the paint, thus eliminating the labor costs involved in mixing paint. These tanks are not only economically better, as paint is cheaper by bulk than by barrel, but also eliminate the mess and danger of barrels.

A new project in the Great Falls District is the litter pickup campaign. We are using various organizations such as Work Fare, P-T Activities, Choteau Activities, Blaine County Activities, and Blackfeet DD Corporation. These various groups are picking up the litter on our highways to help improve the scenic beauty of Montana. We feel this is very beneficial to both the Department and these disadvantaged people.

## GLENDEVE DISTRICT

by Patty Zimmerman

The Glendive District is pleased to once again have a full staff in the Wolf Point area with the addition of Jerry Wade as the Maintenance Chief. He comes to us from Butte and has filled the vacancy caused by the retirement of Sam Hatty. Jerry started with the Highway Department in September of 1963 and worked in construction until July of 1981. At that time he was promoted to the position of Maintenance Supervisor. He held that position until he joined us on July 21st.

Dick Letang has joined us as our new Personnel Specialist. He comes to us from Havre with a variety of useful highway experience. His experience started out with a temporary summer maintenance job in Chester. He then received a Bachelor of Science degree in education from Northern Montana College and went on to get 2½ years of teaching experience. Upon returning to the Highway Department he has worked six years for construction and five months for equipment. Dick has already made great progress in this new position and we feel fortunate to have him here.

On July 18, 1984, Governor Schwinden and Director Wicks presented Dunc Stephenson, Miles City Maintenance Foreman, with an "Outstanding Employee" award. Dunc was presented a certificate of appreciation and in addition, a gift certificate. Recognition of the efforts put out by Dunc are certainly well deserved.

Bob Lamb, Miles City Maintenance Foreman, and Ron Myrvik, Miles City Administrative Assistant IV, also recently received letters of appreciation and award certificates for "Outstanding Job Performance", from Director Wicks.

Service awards were given to the following persons: **35 Years** Howard (Pat) Kelly, Glendive Field Project Manager. **30 Years** Gilbert A. Paulson, Glendive Working Shop Foreman and Bruce Russell, Glendive District Construction Supervisor. **25 Years** David D. Kwasney, Sidney Sectionman; Gerald L. Kuester, Glendive District Office Engineer and Cecil W. Lincoln, Forsyth Sectionman. **20 Years** Donald H. Dann, Terry Sectionman; Ralph F. Lee, Glendive Engineer Technician II; Robert H. Ley, Wibaux Sectionman and Donald L. Niedege, Miles City Sectionman. **15 Years** David W. Bacon, Glendive Engineer Technician II; Harold Fahrenburck, Forsyth Equipment Operator II and Clyde L. Mitchell, Glendive Sectionman. **10 Years** Truman A. Bovee, Miles City Equipment Operator II; David R. Hamilton, Ingomar Sectionman; Michael J. Patch, Miles City Equipment Operator II and Clarence R. Root, Miles City Truck Driver. **5 Years** Fredrick D. Clemow, Wolf Point Truck Driver; Jack G. Coil, Hillside Truck Driver; Richard L. Craig, Sidney Equipment Operator II; Fred R. Kelm, Plentywood Equipment Operator II and Walter H. Koehler, Terry Equipment Operator II.

## BUTTE DISTRICT

by Karen Ham

The Butte District has had a busy and productive summer.

New faces in our Butte office include: Jerry Musick, Design Tech. I; Larry Hunter, Civil Engineer I; Dan Strizic, Personnel Specialist I, who came to us from the Department of Administration in Helena; and Bob Wriston, Machinist/Mechanic. Welcome aboard!

Familiar faces with new jobs are as follows: Ginger Feters, Word Processing Operator III from Drafter I; Milan Mrkich, Design Tech. II from Engineering Tech. I; Ann Shea, Lab. Tech. I training assignment from Survey Aide I; John Shaul promoted to Working Shop Foreman; Dennis DeMers, Section Supervisor—Anaconda from Equipment Opr. I—Basin; and Sylvan Donegan who was promoted to Maintenance Superintendent after Jerry Wade accepted a position in Wolf Point. Congratulations to all!

Happy retirement wishes go to two MacDonald Pass men. Sifroy Berthiaume with 20 years and Norm Lauri who gave the department 31 years.

A sad note to all the friends of Machinist/Mechanic John Fitzpatrick. "Fitz" passed away suddenly June 23, 1984. He had been with the Highway Department 25 years and will be missed by all of us.

Bozeman has had a busy summer also. They have the following promotions: Daniel Gravage, Eng. Tech. I from Survey Aide II; Charles Papke, Equipment Opr. I from Truck Driver U5T; Russ Rooney, Equipment Opr. II from Truck Driver U5T; Ed Reiser, Utility Agent from Administrative Assistant; and Pat Letendre, Administrative Assistant after she had been temporarily assigned in Helena. Congratulations!



**INCENTIVE AWARD** Marvin Nelson, Helena, Right-of-Way, receives \$250 from the Governor for his idea of eliminating little-used road approaches.



## Hungry Horse-West Glacier (Continued)

By mid-1978, right-of-way acquisition was essentially complete and utilities had been moved on the Coram-West Glacier section with the exception of the immediate West Glacier area. In October, 1978 a timber sale contract was awarded by the U.S. Forest Service and timber was cleared on a 3.8 miles Coram-West Glacier project beginning east of Coram and extending to a point about 1.1 miles west of West Glacier. The 1.1 miles near West Glacier was dropped from the initial 4.9 mile project because of the problems encountered in acquiring right-of-way.

In 1979, the 3.8 mile Coram-West Glacier project was advertised for contract and bids were opened on November 29, 1979. The low bid was \$2,400,535.88 and the engineers' estimate was \$2,557,126.07.

A non-profit organization called the Coalition for Canyon Preservation (CCP) had filed suit to stop further actions on the project on the basis that the EIS was inadequate. The District Court denied relief and dismissed the action on November 14, 1979; however, the CCP then appealed to the Ninth Circuit Court of Appeals on December 18, 1979, and injunctive relief was granted. The Court of Appeals eventually reversed the judgment of the District Court. Pursuant to the mandate of the Appeals Court, the District Court enjoined construction of any improved highway in the Hungry Horse-West Glacier corridor on November 7, 1980.

Based on the decision of the Appeals Court, the Department of Highways proceeded with the preparation of a new EIS. Robert Peccia and Associates of Helena was retained on March 27, 1981, to prepare the document. The Draft EIS was approved for distribution by the FHWA on September 24, 1981, and the Final EIS was approved by the FHWA on August 27, 1982. The FHWA Record of Decision was adopted December 16, 1982.

Again the coalition charged that the EIS was flawed, while the Department argued it was time to lift the injunction. Legal proceedings surrounding those contentions continued until the recent agreement.

The Hungry Horse-West Glacier project will now be redesigned to meet the terms of the agreement and the two sections, separated in 1970, may be combined for contract. The project is tentatively scheduled for letting early in 1985.



***DYNAMIC COMPACTION on I-90 reconstruction between Whitehall and Cardwell. The machine drops a 15-ton weight 60 feet in a set pattern. The roadway will then be bladed off and compacted again. This is the first use on Montana highways.***

## NEW ICCW APPOINTEES

The Director named Tracy Mabry of the Bridge Bureau and Vicky Koch of the Civil Rights Unit to serve as the Department's representative and alternate member respectively for the Interdepartmental Coordinating Committee for Women (ICCW). Their terms will be from September 1, 1984 through August 31, 1985.



KOCH

MABRY

ICCW serves in an advisory capacity to the Governor and is used to identify problems of women state employees and to identify policies and procedures in state government which directly or indirectly result in discrimination against women. The female employees of the Department of Highways are encouraged to contact Tracy or Vicky if they have concerns they feel should be brought to the attention of ICCW.

## LETTERS

Mr. Duane Meiers  
Billings Division  
Dept. of Highways

Mr. Meiers,

I would like to take this time to express my sincere gratitude to your employees for their professional handling of a serious injury motor vehicle accident which occurred on August 7th, 1984, at 2:30 pm. The accident was on Route 3 at the 22 mile Marker and since I was dispatched from Billings I was not able to arrive before the Life-flight Helicopter had to land on the busy highway.

I was very pleased upon arrival to see that your crew had set up excellent road blocks with their vehicles and directed the helicopter to a safe landing. In addition they provided first aid to the two badly injured victims, and later assisted me in securing the property belonging to the vehicle. I also was directed to an important witness by one of your men.

I believe that Pat Gerrels and Ed Shaw were at the scene and I know I was assisted by other Highway Department Personnel. Please forward my thanks to those people for their professional approach which may have prevented further problems at the scene.

Sincerely,  
Ptlm. Steve L. Apgar  
Region V Montana Highway Patrol

1800 copies of this newsletter was produced at a cost of \$.08 each.  
Les Benedict, Information Officer,  
Editor

